

the metropolis. It has witnessed marked diversions and progressions.

The Mayor continues to study the situation, he says, even while taking long walks yesterday he walked eleven miles. To-day he is going on another long tramp. He will be at his desk in the City Hall on Monday.

STUBBAIN IN MAYOR'S HANDS

And the Interborough May Reenter as Operator.

The letting of contracts yesterday for the building of sections of the Lexington avenue subway and the vote of the Board of Estimate to give all the new subways to the Brooklyn Rapid Transit Company did not eliminate the Interborough company from the subway situation.

This Lexington avenue part of the new system is to be built entirely with city money, and when it is finished the city must ask for bids for its operation. The plan was, of course, that it should be made part of the B. R. T.'s larger system, but it was pointed out yesterday that there is no reason why the Interborough company may not get the contract to operate, especially since it could connect the Lexington avenue line with the present subway at Forty-second street, a junction that the Interborough has already made plans for.

One of the members of the Board of Estimate said yesterday: "We have gone ahead and authorized these contracts for the Lexington avenue sections, but if we cannot carry out the whole of the transit scheme that we have planned, I suppose there would be nothing else left for us to do but to give the line over to the Interborough company. Such a short line could not be operated as a separate one and its equipment and operation would of necessity have to be left to the Interborough company."

Without the consent of the Mayor the B. R. T. cannot have the Broadway route. The original plans have been so changed that it becomes a new route. The size of the bore has been altered, the number of tracks has been increased from four to six and changes have also been made on some parts of the route from the Battery to Fourteenth street, modifications that bring the route under the Mayor's jurisdiction.

It was admitted yesterday by the member of the Public Service Commission and of the Board of Estimate that the Mayor has the whip hand in the subway contracts other than those let yesterday can be made the form of them, together with the specifications on which they must be based, must have the approval of the Corporation Council. And should the Mayor veto the Broadway route the Brooklyn Rapid Transit Company, from what its head, Col. T. S. Williams, has already said, would be likely not to undertake any share of the new subways.

Considering everything, the outlook for an immediate increase of the city's transit facilities is a somewhat dark one. The Centre street loop and the Fourth avenue subway in Brooklyn are nearly finished, but until the principal transit question is settled there will be no bidders for the operation of these roads and they will remain idle just as the Steinway tunnel is staying idle.

"Only the Mayor can put an end to this situation," was a statement made yesterday in the offices of the Public Service Commission. There will be at least eighteen months work in preparing for the new roads as a whole. Specifications will have to be drawn, consents of many property owners must be obtained and if the necessary consents are not granted then we must go to the Appellate Division. Then there will be the preparation of the specifications and the form of contracts and by the time that work has been done we will be near to a new administration."

SHOT BY NEGRO ON STREET.

Police Then Save Negro From Crowd at Pennsylvania Station.

Prompt work by Policemen Broderick of the West Thirtieth street station and other policemen in hustling Silas Seabrook, a negro steamship steward who had shot a white man in front of the Pennsylvania station last night, down into the automobile runway at the Thirtieth street side if the station and there guarding him against a crowd that gathered round an incipient riot.

The crowd had gathered quickly. It was after the negro and wanted him badly. But the runway was conveniently near at hand and when the policemen got the negro inside, Sergt. Hart, Detective Vaughn and a traffic policeman were able to hold the entrance till the reserves from the West Thirtieth street station arrived.

George Duke, a stationary engine fireman living at 450 Columbus avenue, was walking with three companions down Seventh avenue toward the Long Acre Athletic Club, at Twenty-ninth street and Seventh avenue, about 9 o'clock. At Thirty-first street, just at the corner of the Pennsylvania Station, one of the four bumped the negro Seabrook, who was walking with another negro. According to the white men, Seabrook stepped out and wanted to know if they were looking for trouble. Duke said they weren't.

The companion of Seabrook had pulled out a razor. Duke saw it and stepping up to the man clipped it out of his hand. Seabrook immediately drew a revolver and shot Duke.

The bullet went through the neck and came out of the back. Duke was taken to Bellevue in a serious condition. He called for a priest and Father Blignin of the Church of St. Francis of Assisi gave him absolution.

The police took a loaded revolver with one shell exploded out of Seabrook's hand. Another revolver, also fully loaded and with one shell exploded, was found by the police in the car. Seabrook was locked up on a charge of felonious assault. He lives at 337 West Thirty-ninth street. His companion got away.

PROFESSOR'S BRIDE ARRIVES.

Ellis Island Kindly Lets Her Land in Charge of a Missionary.

Fraulein Klara Lindemann, just out of her teens, and not looking it, arrived last evening from Hamburg in the second cabin of the Hamburg-American liner President Lincoln, expecting, immediately after the ship had docked, to marry Prof. Henry Von Hesse, conductor of musical organizations and an instructor in the New York Conservatory of Music. But the professor had been told that the liner would not dock at the city wharves and did not appear. The immigration authorities permitted the young woman, who has musical talent besides being one of the fairest and most beautiful girls ever seen from Berlin, to land in charge of a Lutheran missionary in State street. She and the professor will be married to-day.

Auto and Women's Bridge Party at a Fire Department.

Roselle N. J. July 22. Remembering that many of the volunteer firemen were out of town on an excursion Mrs. Charles W. McQuid broke up a bridge party a her home this afternoon, married her eight guests out to the yard, cranked her automobile and drove out on a fire. Passing the firehouse and seeing that a few men to pull the hose wagon she had it hitched on the rear of the machine and pulled to the house at 4. It took 143 fourth avenue, which was on fire. Then she set her guests to work helping the firemen. The fire was put out with a loss of several hundred dollars.

TO FLY ALL ROUND BRITAIN

FOURTEEN AVIATORS START ON \$50,000 CIRCUIT RACE.

Weymann Has Hard Luck in First Stage of Thousand Mile Contest—Vedrine Wins the Heat, With 10 Competitors—Northcliffe Meets a Firm Gateman.

Special Cable Despatch to THE SUN.

LONDON, July 22.—The race for the \$50,000 prize offered for an aeroplane circuit of the United Kingdom by the London Daily Mail was started from the Brooklands aerodrome, near this city, this afternoon. At the time set for the start the wind was blowing in gusts and the committee in charge decided on a postponement to 4 o'clock, at which time Andre Beaumont—that is to say Lieut. Conneau of the French navy in private life—ascended and made his way to Hendon, the first stop.

M. Beaumont flew in a Blériot machine and immediately after starting ascended to 1,000 feet and then made off in the direction of Hendon. A large crowd which had assembled cheered lustily. Beaumont made the distance, which is twenty miles, in twenty-one minutes.

H. J. D. Astley, the English aviator, followed Beaumont. He used a Birding monoplane and got away at 4:06 o'clock, flying at a height of 600 feet. He landed at the aerodrome at Hendon 22 minutes later.

Many other aviators started and arrived at Hendon, among them being Paterson, who flew a Grahame-White baby biplane; Vedrine, in a Marane-Borel monoplane; and Blanchet, in a Breguet biplane.

Audemars, who has made some flights in the United States in a Blériot monoplane, arrived at Hendon sixth and was followed by Pizet in a Bristol biplane and Capt. Cody, who flew a biplane of his own construction. Hamill, in a Blériot, finished next, with Pizet, in a Bristol machine, and Montalant, in a Breguet, closely following.

Vedrine made the best time for the stage, 19 minutes 48 seconds. Beaumont was next best with 20 minutes 3.3 seconds, and Valentine, who finished with the others, made the distance in 22 minutes 11 seconds.

Lieut. Porte of the royal navy, in a Deper-Dussin machine, ascended and made off for Hendon, but had made little progress when his machine fell and was wrecked. He escaped without injury.

Weymann, in a Nieuport monoplane with a 100 horse-power motor, was the thirteenth to finish. His time was 58 minutes 17 seconds. He reported that his actual flying time was only twelve to fourteen minutes. He dropped his map at the start and descended to get another one.

Reynolds, in a Howard-Wright biplane, finished fourteenth.

Bier was the fifteenth to arrive. Hucks the sixteenth and Cammell the seventeenth. Probably the fastest aeroplane in the race is the Austrian, Etrick, in which Bier says he flew at the rate of 100 miles an hour.

In a practice flight before the start R. C. Kemp, one of the contestants, met with an accident. He went up in an Avro biplane to a height of 500 feet. As he descended the left wing of the machine broke and the biplane fell to the ground.

Kemp had a marvellous escape, getting only a slight cut behind the ear. He stepped out from the wreckage unassisted. It will be impossible for him to start in the race with the machine, as it was completely wrecked.

Robert Loraine, the actor, whose flights in the air have brought him into much prominence, will not be able to compete in the race owing to an accident to his machine.

Lord Northcliffe found it extremely difficult to get in at his own aviation show. Naturally thinking that a ticket was not necessary for a man who had put up \$50,000 in prizes for the race, he drove to the aerodrome in an automobile. When he got there the gatekeeper refused to admit him without a ticket. Even the name of Northcliffe didn't move the man and his lordship was kept waiting until an official came along and identified him. Lord Northcliffe's feelings on the subject can be left to the imagination.

Gilmour, whose certificate has been suspended by the Royal Aero Club for flying over the Henley regatta course, decided at the last moment that he would not compete. In grim jest he had his mechanic nail wreaths to the back door of his house.

The British aeroplane race, which consists of a 1,000 mile circuit around the "tight little island" for a purse of £10,000, or \$50,000, is considered by aviators one of the most difficult races yet attempted, as much depends upon the stability of the machine. In order to win the circuit must be completed with the machine practically intact. Replacements in detail and repairs to the aeroplane may be made, but it may not be changed as a whole.

Five parts of the aeroplane and five parts of the motor are stamped or otherwise marked, and at least two marked parts of each of these five must be in place on arrival at each control. Landing chassis and propellers are not marked. In the recent European circuit Renault, who carried a passenger throughout the journey, was the only aviator to return to France without replacing important parts of his machine.

The circuit is divided into sections ranging from twenty to 182 miles in length and must be finished not later than Saturday, August 5, the winner being the aviator to cover the distance in the shortest time.

The competitor who makes the fastest elapsed time from Brooklands to Hendon must start first from Hendon at 4 A. M. on Monday, July 24, the others following at intervals determined by the difference between the time of their respective flights and the time of the fastest flight. Each competitor before starting will be supplied with a time card on which will be entered his time of arrival and departure from each control.

A minimum of twelve hours is allowed for rests on the ground in the controls 2, 3 and 4. No competitor is permitted to start in these sections until the twelve hours resting time has elapsed. A competitor may expend as much as he likes of his resting time in the starting control in sections 3 and 4, but after leaving been once officially started from any control the whole time until he reaches the next control will be counted as flying time.

The course is divided into the following sections:

Section 1—Brooklands to Hendon (control), 20 miles.

Section 2—Hendon to Edinburgh (Hendon to Harrogate (control), 82 miles; Harrogate to Newcastle (control), 65 miles; Newcastle to Edinburgh (control), 83 miles. Total for Section 2, 234 miles. This section closes at 4 P. M. on Saturday, July 29, by which time all competitors must have started in Section 3.

Section 3—Edinburgh to Bristol (Edinburgh to Stirling (control), 31 miles; Stirling to Glasgow (control), 22 miles; Glasgow to Carlisle (control), 55 miles; Carlisle to Manchester (control), 103 miles; Manchester to Bristol (control), 141 miles for section 3, 331 miles. This section closes at 4:30 P. M. on Wednesday, August 2, by which time all competitors must have started in Section 4.

Section 4—Bristol to Brighton (Bristol to Exeter (control), 65 miles; Exeter to Brighton (control), 49 miles. Total for section 4, 214 miles. This section closes at 12 noon, Saturday, August 5, by which time all competitors must have started in Section 5.

Section 5—Brighton to Brooklands (Brighton to London (control), 40 miles. Total, 1,000 miles.

AUTO CLUB AERO PRIZE.

\$20,000 for Paris-Bussels Round Flight With Unimpaired Machine.

Special Cable Despatch to THE SUN.

PARIS, July 22.—The Automobile Club of France, which has always been anxious to encourage aviation and to be recognized as the head authority on any sport of which the basis is the motor, and in fact to be more prominent in the science of the air than the Aero Club, has again offered a prize of \$20,000 for an aeroplane contest from Paris to Brussels and back. Last year the Auto Club offered a similar prize, which was won by the Dutch aviator Wynmalen.

The regulations for this year's race are to be very strict and all essential parts of the aeroplane in the competition are to be stamped before the start and are not to be changed in any way. This is a new departure in aviation contests of a like nature; heretofore the contestants enjoyed the privilege of changing some parts of their machines and in a few cases the aviators have finished in entirely new machines.

Other prizes will be given by the towns where the aviators will make stops in the flight to Brussels in addition to the Auto Club's prize for the general classification of the race. The club also promises to buy the winning aeroplane and present it to the Ministry of War for further experiments and flights.

The aviators who participate will start between July 30 and August 6, the date of the closing of the contest, which will take in more than 675 miles, this being the rough estimate of the distance to Brussels and return.

CATHOLIC PARTY WON.

Then Liberals Began a Riot in Mexican Town—Local Mine Shut Down.

MEXICO CITY, July 22.—The first conflict between the Catholic and Liberal parties was recorded yesterday at Zapotlan in the State of Jalisco, where there was an election for municipal officers. When the votes were counted it was seen that the Catholics had six times more votes than the Liberals.

The latter immediately started a riot. Ballots were torn up and a fight resulted. A judge of elections who belonged to the Liberal party refused to confirm the election. The Catholics have appealed to the State government asking to have the election declared valid.

Since President Diaz has sent reinforcements to the troops at Puebla no further trouble is anticipated.

The bakers' strike continues, but is not affecting conditions, as employers have brought men from the interior and bread is plentiful. Vera Cruz reports that the bakers' strike, which was settled there in favor of the strikers, has resulted seriously for the poor as the price of bread has been nearly doubled. The price is increased to compensate for the increased wages paid.

Mexico City, July 22.—All of the larger coal mining companies operating in the State of Coahuila have given orders for the closing down of their properties and by August 1 practically all mining will have been suspended. More than 30,000 mine laborers will be thrown out of employment. The mines are to be kept closed until January, 1912, or longer. The companies decided to take this drastic action to prevent serious losses by strikes.

Salvador Madero, brother of Francisco, uncle of Francisco I. Madero, was one of the largest coal operators in the country. He has given orders for the closing of all of his mines next Saturday. More than 6,000 men are employed in his mines alone.

MAYOR STAY DIES.

As Head of Atlantic City Government for 16 Years He Was Widely Known.

ATLANTIC CITY, N. J., July 22.—Franklin P. Stoy, Mayor of Atlantic City, died to-day of acute neuritis at a sanatorium near Westerville, Pa., where he had been for nine days. A month ago he suffered a stroke that partly paralyzed his right side. Mrs. Stoy and City Comptroller A. M. Weston were at the bedside when he died. The body will be brought here to-morrow.

For sixteen years Mr. Stoy was Mayor of the city and in that capacity he greeted thousands of guests who were here. On receipt of the news of his death flags were placed at half mast throughout the city and the public buildings were closed.

Mayor Stoy is survived by his wife, two brothers and a sister.

MINE OWNER MCABILL DEAD.

Traded Land Worth \$1,500 for a Tract That Brought Him \$10,000,000.

DULUTH, Minn., July 22.—James McCabill, mine owner and millionaire, died at his summer home at Lake City. He was 58 years old and is survived by his wife and six children. Mr. McCabill was a carpenter and building contractor in the early days of his life. He was known as the "Shenango Iron Mine" man. He owned more than 40,000,000 tons of iron ore, and the royalty to Mr. McCabill of 25 cents a ton easily establishes his wealth at \$10,000,000.

Obituary Notes.

Funeral services were held last week at Bristol, R. I., for Mrs. Ellen S. Coward of this city, who died suddenly of a heart attack while at her summer home there. She was buried in the Fales plot at Juniper Hill Cemetery. Mrs. Coward was the last surviving direct member of the family of the late William and Martha Fales. Of a family of eight actively associated with the history of Bristol, Mrs. Coward outlived four sisters and three brothers. She was born at Malanzas, Cuba, where her father had his sugar plantations. When she was a young girl her family returned to Bristol, where she was married to Mr. St. Michael's Church to Edward Coward, an Englishman, at that time in business in Bristol. Mrs. Coward, who had been a widow for many years, was in the habit of passing her winters in New York and her summers in the Shenango Iron Mine. Her son, Edward Fales Coward of this city, and his daughter-in-law, who was Miss Helen Fales of Philadelphia.

Former Sheriff Michael J. Flaherty died of cancer early yesterday morning at 400 West 30th street, Brooklyn. In 1905 he was elected Sheriff of Kings county on the Municipal ownership ticket. Before that time he had been elected Sheriff of Fulton county on the ticket with Seth Fison. He was active in labor circles and led one of the "red" squads in the city. He was married to Mrs. Flaherty. He was born in Ireland. Mr. Flaherty was a member of the Irish-American League and was active in labor organizations. He worked for the United States Land Office. The cause of his death was cancer of the stomach. He is survived by his wife and one son.

John Martin Schleyer, the inventor of the electric fan, known as Volok, died on Thursday at his home in Constance, Baden. He was a clergyman, born on July 18, 1823, at Oberlin in Bavaria. After 1852 pastor of a congregation in a suburb of Constance. His system of artificial speech was published in 1870 and for a while aroused widespread interest.

REBELS ONLY 20 MILES FROM THE CAPITAL.

German Minister Wants a Warship—U. S. Cruisers Speeding to Trouble Centres—Commodore Dick on Guard.

Special Cable Despatch to THE SUN.

PORT AU PRINCE, July 22.—The revolutionists are within twenty miles of the city and in several places less than half that distance from the capital of the Haytian republic. The residents have revolted against the rule of President Simon and disorders have occurred at the town of Croix des Bouquets, which is about ten miles from here. The people rose against the local authorities and during the rioting Gen. Thomas, who was in command there, was killed.

The town of Gressier has also risen in favor of the advancing rebels. This place is only seven miles from Port au Prince. The insurgents marched into the towns of Las Capobas and Mirebalais to-day. Both are about twenty miles from here. Little resistance was offered to the onward march of the soldiers.

The troops which were sent by President Simon to give them battle and which were reported to have been successful appear now to have only met the advance guard of the rebels, for they fled before the main body.

This city is in great disorder and President Simon is reported to be confined to his bed at the palace, worn out by his worries and the hardships of his recent campaign into the northern part of the republic. Very few troops are here and there is some doubt expressed about their remaining loyal to Simon when they see the rebels coming in force along the roads leading to the city. Most of the stores have been closed and business has been suspended.

The gunboat Vertieres has been recaptured from the rebels by the Government gunboat Antoine Simon and brought back here.

The German Minister has asked his Government to send a warship to Hayti to protect German interests. The Bremen, which is at Montreal, is the nearest German ship. There may be no necessity for her presence by the time she could arrive.

CAPE HAITIEN, July 22.—Evans R. Dick's steam yacht American is still in the harbor protecting American interests until the arrival of the scout cruiser Chester.

KINGSTON, Jamaica, July 22.—Septimus Marius, the Haytian ex-Minister of War, arrived here this afternoon from Port-au-Prince on the German steamship Syria. He refused to be interviewed.

Passengers on the same ship said that it was only a matter of days before President Simon falls. The President, however, has many adherents in the capital. Since the battle is expected when the revolutionists reach there.

Marius fled because he holds that the position is hopeless. Eleven Americans are said to have been killed in the fighting up to Wednesday, and anarchy reigns in many sections of the republic.

WASHINGTON, July 22.—It is only a matter of hours now, in the belief of State Department officials, when the Haytian Government will be completely overthrown by the revolutionists. For several days official despatches have shown the Government to be tottering.

The situation is still serious throughout the entire island and the need of a foreign war vessel at each of the important ports will have been agreed on by the diplomatic corps. It is understood that none of the members except Mr. Furness, the United States Minister, has called on his Government for help, all apparently relying upon the American warships to protect the interests of all foreigners. While it is likely that Germany may send a small squadron of gunboats to her western station in the West Indies at an early date, it is not thought that she will despatch a ship especially because of the Haytian situation inasmuch as the United States will have a cordon of warships around the island before a vessel could get far out into the Atlantic from Europe.

The Petrel has returned to Gonaves by direction of Minister Furness to ascertain the situation there. The rebels are in complete control of Gonaves. Mr. Marc and Cape Haytien and the fall of Port-au-Prince is expected any moment. The foreign representatives feel the need of a warship there during the absence of the Petrel, which will last a day or two.

The gunboat Peoria, which left San Juan yesterday, is supposed to have reached Port-au-Prince by this time. The Des Moines is running down the coast to Cape Haytien from Boston, from which place she sailed Thursday morning. She is not expected to arrive until Wednesday. The Chester, which left Bradford, R. I., 3 o'clock yesterday morning, is expected to reach Port Liberty by to-morrow night.

TRAINLOAD OF SOLDIER DEAD.

Remains of 3,000 Men Brought From Brownsville to New Orleans.

ALEXANDRIA, La., July 22.—The bodies of 3,000 men were brought here to-day for burial. They are the remains of soldiers of the United States who were buried in the recently abandoned National Cemetery at Brownsville, Tex.

The bodies occupied sixteen cars. Their arrival had been anticipated, but when the funeral train actually rolled in more than half those employed as grave diggers got their jobs, asserting they had had enough. Nearly half the corpses are identified, but 1,387 are nameless. The bodies of the Blue Guards who were placed in one great grave, the trench having been opened already.

COLORADO RAIDERS ARRESTED.

Rich Men and Employees Charged With Wholesale Destruction.

DENVER, July 22.—Charged with acts of oppression, intimidation and wanton destruction of property, nine citizens of Colorado, some worth at least half a million dollars in property, others reckless ranch hands, were arrested to-day by Deputy United States Marshal E. C. Jeffords. The arrests were ordered by the United States Land Office. The alleged principals in the affair are: Eugene Buchanan Sterling, bank director, rich cattleman, irrigation promoter and alleged leader of the gang of raiders; Irving Monette, Peete, Col., rich cattleman. The others are said to be employees of Buchanan and Monette.

The defendants are charged with attempting at daylight at the home of J. H. Scott, twenty miles from Sterling, near the Nebraska line, a civil war veteran, armed with snuffguns, revolvers, every vestige of property on the place, homes, barns, fences, trees and growing crops were leveled. The complaint charges that the sole object of the raiders was to drive the Scotts off the homestead, now considered to be one of the best in the neighborhood and valued at \$200 an acre, because it enclosed a "water hole" used by the cattle of Buchanan, Monette and the other rich ranchers of the neighborhood for more than a quarter of a century.



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HOW many a country-home hostess has been at her wit's end to provide music for some little informal affair. How often an impromptu summer party has lacked the sprightliness that only music can give. All people love music. But few can produce it. And, in the country, professional music is very hard to secure. The solution of this real perplexity is

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Caution:—The words "Pianola" and "Pianola Piano" have become so widely known—so standardized—that many people suppose that any piano containing a player-mechanism is a Pianola Piano.

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CHAMBER OF COMMERCE LIABLE.

Kingston Body Must Keep Its Agreement With Go-Between.

WHITE PLAINS, July 22.—Under a decision of Supreme Court Justice Arthur S. Tompkins to-day Robert Wilkinson as trustee in bankruptcy of the New York Car and Truck Company gets a judgment for \$2,500 against the Chamber of Commerce of Kingston, N. Y., because of the chamber's failure to abide by its contract to give that sum to induce one Wood to purchase the factory of the company, which was sold for \$85,000.

Prior to April 22, 1910, the Chamber of Commerce authorized Amos Van Etten, a lawyer, to expend \$5,000 if necessary to induce Mr. Wood to buy the plant and locate in Kingston. At a conference held at the Transportation Club Wood agreed to pay \$2,500 to the plaintiff for the plant but the latter was unwilling to sell for less than \$95,000 and he refused to accept Wood's offer.

Justice Tompkins says that Van Etten, acting for the defendant, said in substance that rather than see the deal fall through he agreed to pay \$2,500 to make up the balance. The contract was made and was approved by the United States Court, but when a demand was made to the defendant for the \$2,500 payment was refused.

Justice Tompkins finds that the defendant should be held to the contract which Van Etten made and which "by the express action of the defendant he was authorized to make and in reliance upon which plaintiff acted in selling to Wood."

The judgment carries with it interest from August 17, 1910, and costs.

Found Nearly Murdered in the Woods.

TRENTON, N. J., July 22.—After lying helpless in the woods for two days, Charles Bieler of Boston was found to-day in a badly battered condition. He was brought to this city and put in a hospital. He said that he had been beaten by two companions, who robbed him and left him in the woods so badly injured that he could not move. Several ribs were broken and one of his lungs is punctured. Bieler is likely to die. His assailants are believed to be men known in this vicinity.

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Nearly every good shop sells Philip Morris English Mixture and Cut Plug, \$2.00 the pound in 25c, 50c and \$1.00 tins. If your dealer doesn't, send us his name and address with 25c for 2-oz. trial tin of either brand.

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